

Tiddington Road Character Study

1 Context

There has long been a core of settlement on the east side of the river crossing, and the crossing itself is naturally the focus of a number of roads, major and minor, leading in to Stratford.

Tiddington Road is not a major road, but leads to a series of small villages and thus generates a significant degree of commuter traffic. Its green location, including some riverside access, is popular, and most of its houses are large.

The extreme south-west end of the road is already within the designated Town Centre conservation area, and so has not been re-examined in detail.



Plate 1: Aerial view of study area

Image from Stratford upon Avon District Council

2 Site and setting: introduction

2.1 Location within settlement; routes etc

This area is part of Bridgetown, the suburban area immediately south of the River Avon where four approach roads converge on the Clopton Bridge, a Scheduled Ancient Monument but also the site of the heaviest traffic of Stratford's road network.

The B4026 carries significant traffic to neighbouring villages to the east, including Tiddington, Alveston and Wellesbourne. It is a major access to tourist attractions

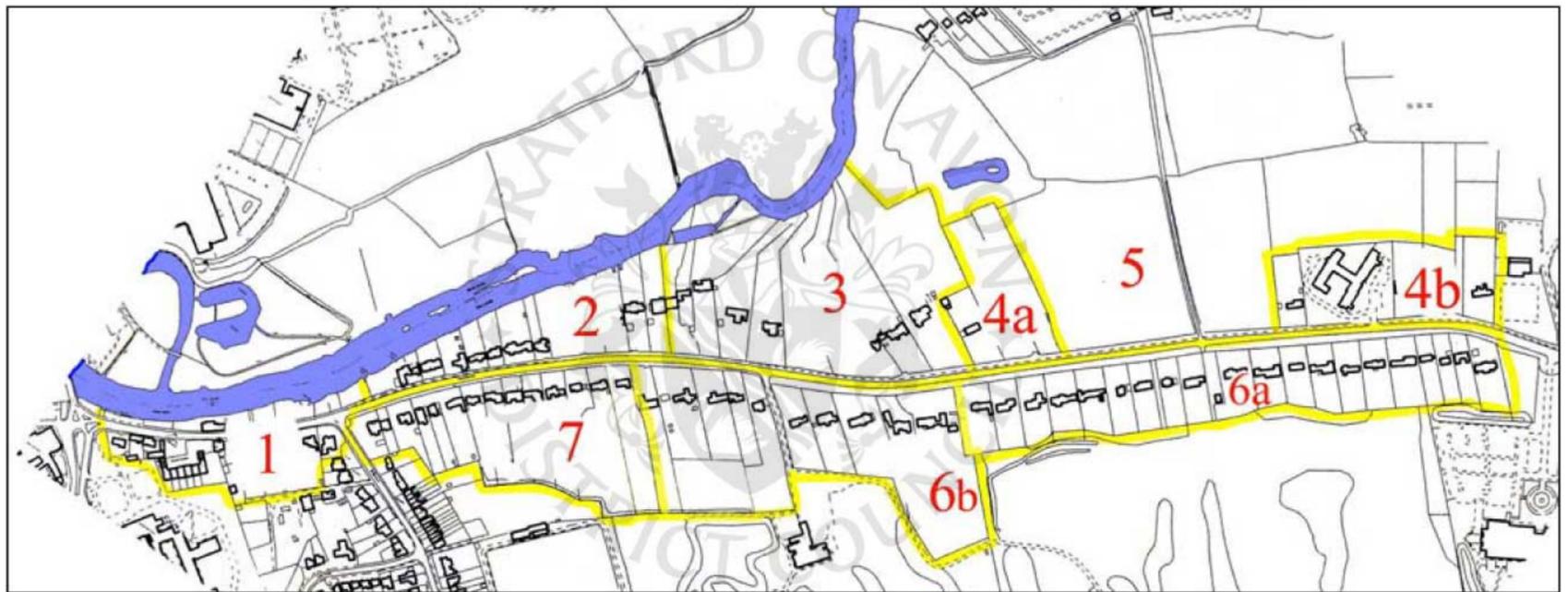
such as the National Trust's Charlecote Park, Compton Verney, and to Wellesbourne Airfield, being developed for leisure flying and as a visitor attraction; it also has a substantial industrial estate.

2.2 Landscape

This area is generally flat, being on the edge of the river floodplain. The gardens leading down to the river are included in the *Riverside Environs Study*.¹ To the south-east the golf course has an extremely gentle slope towards Alveston Hill.

The bulk of the area lies on river terrace gravels, although there is a thin strip of Keuper marl to the north-east of the road.²

2.3 General character and plan form summary



Map 1: General character
North to top right

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- Area 1: a small but complex area between the western end of Tiddington Road and Loxley Road
- Area 2: a series of plots north of Tiddington Road, with river access
- Area 3: a series of large, long plots north of Tiddington Road, with complex boundaries ensuring river access
- Area 4: two small areas of rectangular plots north of Tiddington Road, away from the river, separated by Area 5
- Area 5: part of the Scheduled Ancient Monument, presently free from development
- Area 6: a lengthy plot series south of Tiddington Road
- Area 7: a shorter plot series south of Tiddington Road towards the junction with Loxley Road; the plot tails are truncated by allotments and plots fronting Loxley Road

2.4 Landmarks/views

There are no significant landmarks within the area.

¹ Roger Evans Associates (1998) *Riverside Environs Study* Stratford on Avon District Council

² Geological Survey sheet 200, 1974.

Views north and north-west across the river can be obtained at the south-western end of the road, ie before the building coverage begins; and, more significantly, across the open fields of the Scheduled Monument (Area 5). The obelisk in the Welcombe and Clopton Hills Local Nature Reserve is clearly visible. However, these views also reveal the caravan park, a negative feature.

Likewise there are views south into this area, especially from the hill of the Local Nature Reserve. They reveal the caravan park and NFU Mutual office building (north-east of the area studied) rather than particular details of this area itself.

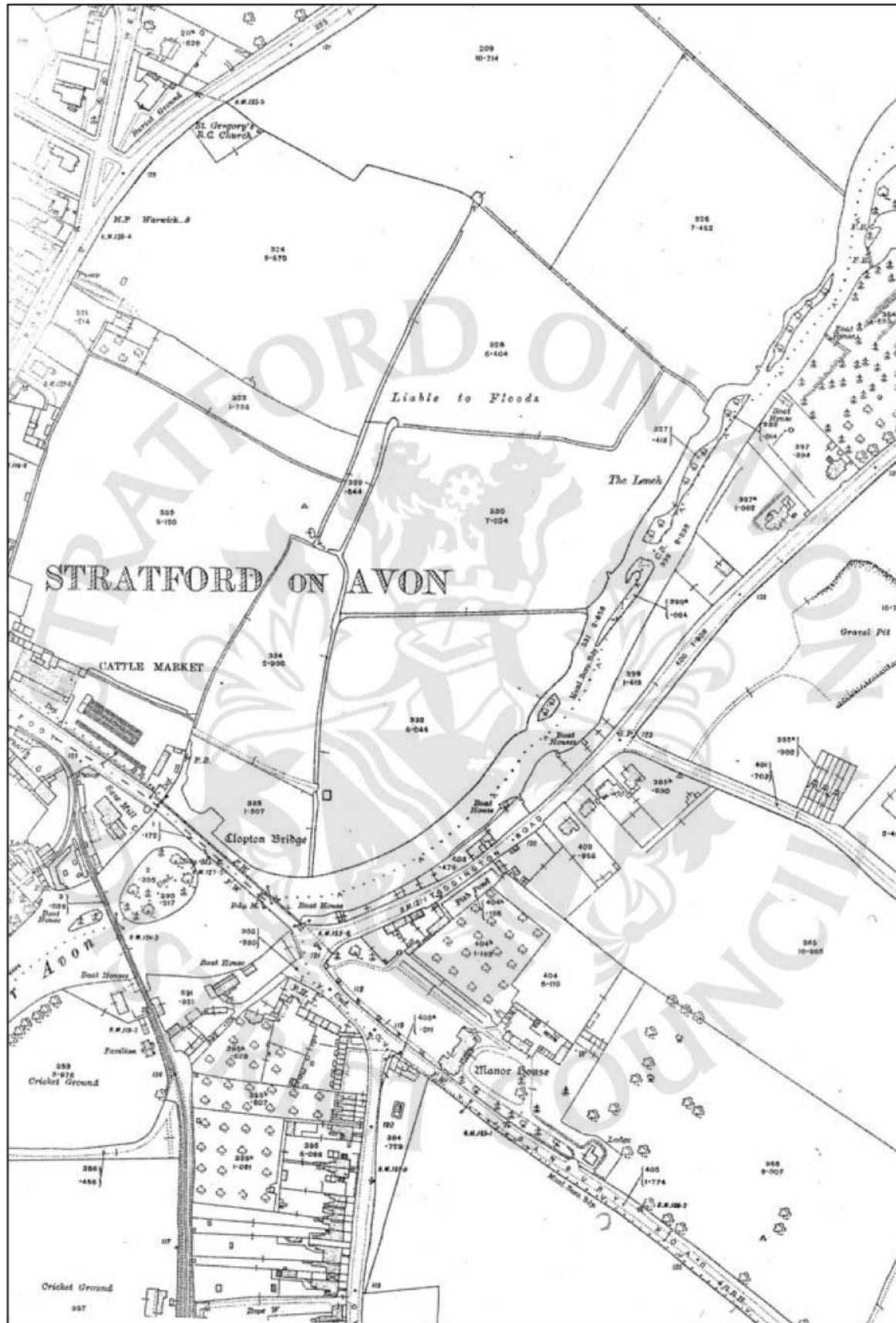
3 Historical development: overview

3.1 Brief summary of the settlement

As a residential suburb much of this area was developed during the inter-war period. This is particularly true of the southern side of the road. However, there are some earlier properties to the north and the west; and some post-war infill and replacement.

3.2 Details of the study area, using historical maps

Residents suggest that an early-twentieth century estate plan (in private ownership) depicts a plot subdivision of land on the east side of the road (Area 6a).



Map 2: Ordnance Survey 1914

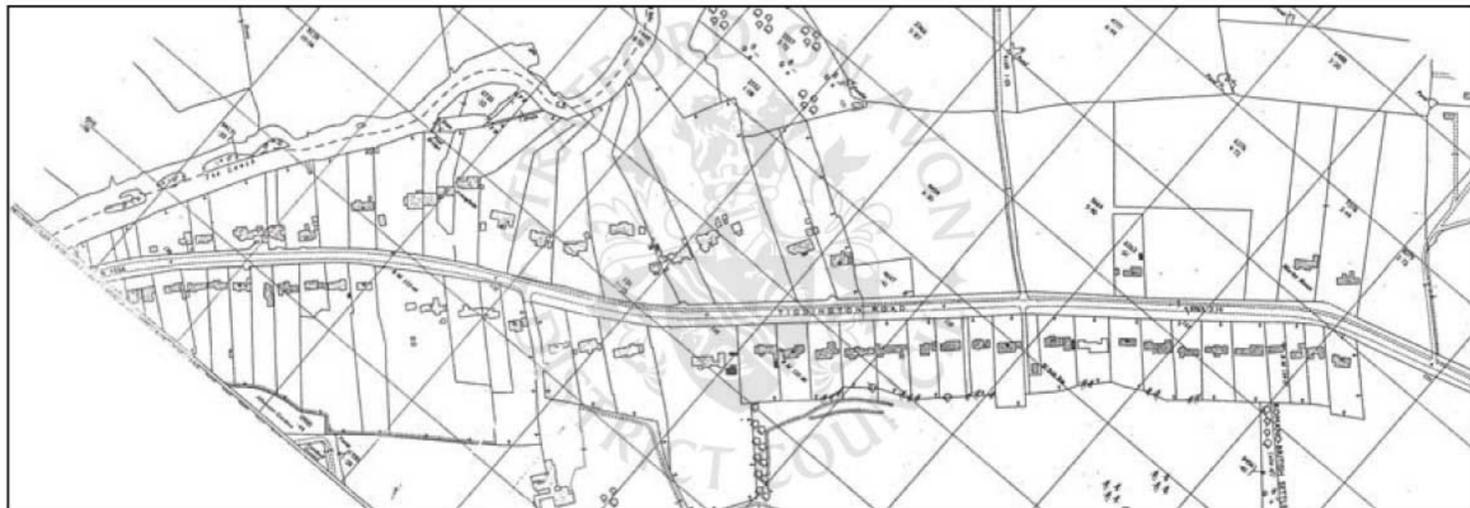
The 1914 OS 25" sheet shows some development, particularly on the east side south of Loxley Road, principally four houses. North of Loxley Road there is no development on this sheet. East of Tiddington Road some of the larger houses are shown. The sheet to the east (which we are unable to reproduce) shows one property, 'The Oaks', isolated on the east side of the road in Area 6a.

The Golf Club moved to its present site, immediately east of the built-up area, in 1925. The club house was a conversion of an eighteenth-century barn and stables.



Map 3: Ordnance Survey 1938

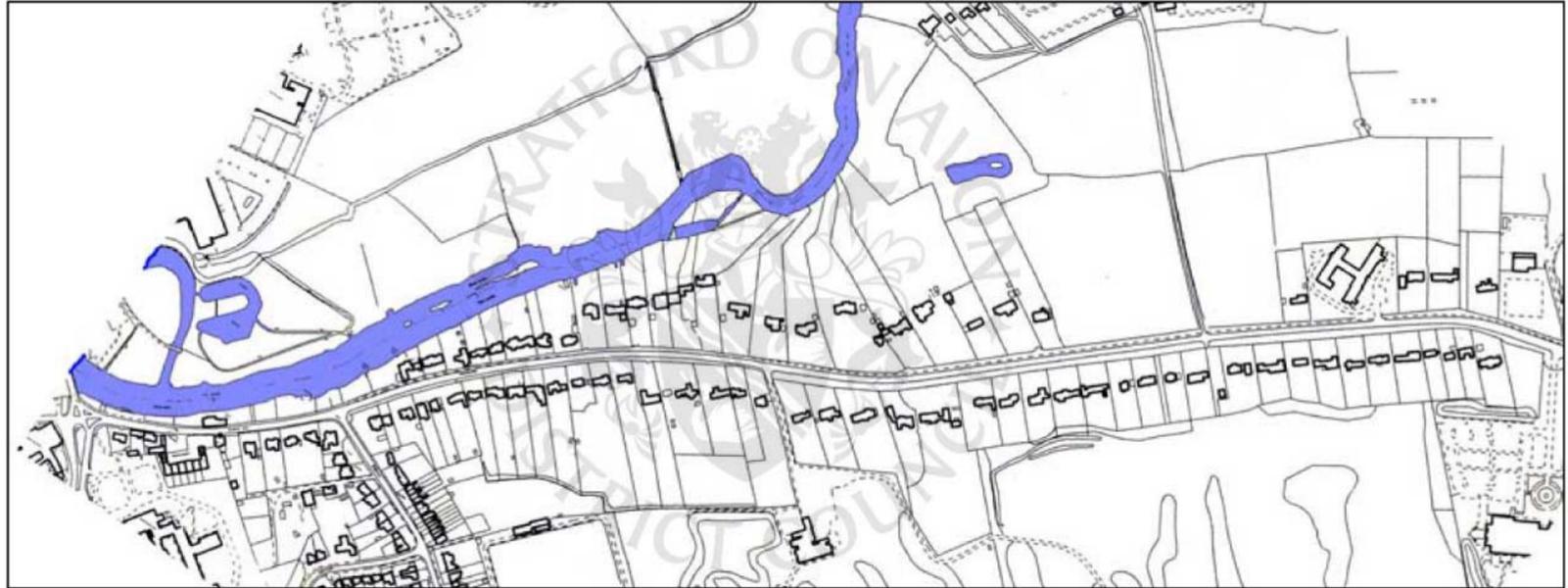
The 1938 OS 25" sheet (published 1946) shows that development is now extending, although not continuously, along the east side.



Map 4: Ordnance Survey 1965
North to top right

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The 1965 OS 25" sheet shows that virtually all plots are laid out and built up. There are some small plots on the west side, south of 47, but without buildings; the single plot between 102-108 (east side) shows a building in outline, suggesting that it is still under construction. There are no buildings NE of 121/124.



Map 5: Contemporary GIS

North to top right

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The contemporary map shows some additional development, particularly on some of the wider plots where the original house was positioned closer to one or other plot boundary. The large diagonal block of Reading Court has appeared (Area 4b, right hand of Map 5). This map appears not to incorporate some very recent development at the extreme north-east of the area (left side of map).

4 Spatial analysis

This is a linear area of largely inter-war ribbon development spreading from the Clopton bridgehead out towards the next village, Tiddington. The built spread is only prevented from merging with Tiddington by a field fronting farm buildings to the north, and the grounds of a large relatively new office complex (NFU Mutual) to the south. This is not a major road – the B4086 – but it does carry a considerable amount of commuter traffic.

4.1 Character and inter-relationship of spaces



Map 6: Open spaces

North to top right

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There are no open spaces within this area other than some extensive gardens, and the open meadows of Area 5. The ribbon of road and the houses lining it is tightly bounded by the golf course and allotments to the south-east and the river and its floodplain meadows to the north-west. The latter have been highlighted as a significant landscape resource in the south-west part of this area at least.³ Both areas make significant contributions to the low-density, open nature of this area, forming 'soft' edges to the built-up area itself.

4.2 Movement patterns/uses

The County Council's traffic counts in September 2004⁴ record a 24-hour weekly average of 7,773 vehicles, an annual morning peak of 807 vehicles per hour and annual evening peak of 773 vehicles per hour. Queues occur on a regular basis back from Alveston Manor roundabout at peak times, back to the Golf Course entrance. At weekends this can extend back to the NFU entrance. There is also no footpath to the south side of the Road, although the absence of a footpath forms part of the green character of the roadside.

A small element of the traffic turning on to the Tiddington Road will turn along Loxley Road. From observation, even during weekdays there is a significant amount of traffic turning into the golf course; those waiting to turn right cause some delays. At peak times there can be significant queues waiting to exit on to the A3400. During the holiday season it can be anticipated that the static caravan park will also generate some traffic.

5 Built character analysis

5.1 Plot patterns (including dimensional analysis)

Although visually superficially regular, this area in reality is characterised by very irregular plot dimensions. To the north-west these are in part caused by the alignment of the river, and the attempts to gain a river frontage; to the south-

³ Roger Evans Associates (1998) *Riverside Environs Study* Stratford on Avon District Council

⁴ on the B4086 Wellesbourne Road.

east in Area 7 by accommodating plots, including allotments, associated with Loxley Road. Area 6a does, however, display more regularity.

Area 2

	Plot length (m)*	Plot width (m)**	Plot area (m ²)
Average	49.37	24.2	1324.41
Maximum	76.88	47.12	2564.68
Minimum	21.35	9.39	351.11

* measured along the southern plot boundary.

** measured along the street frontage.

Area 3

	Plot length (m)*	Plot width (m)**	Plot area (m ²)
Average	151.67	33.54	4823.24
Maximum	226.96	71.81	13856.34
Minimum	84.33	15.8	1236.2

* measured along the southern plot boundary.

** measured along the street frontage.

This is clearly an area of tremendous variation.

Area 4 (a & b)

	Plot length (m)*	Plot width (m)**	Plot area (m ²)
Average	99.02	38.59	3727.77
Maximum	166.03	91.28†	7675.22†
Minimum	75.04	23.11	2123.6

* measured along the southern plot boundary.

** measured along the street frontage.

† Reading Court

Area 6 (a & b)

	Plot length (m)*	Plot width (m)**	Plot area (m ²)
Average	89.76	28.86	2594.07
Maximum	159.27	60.41	10278.6
Minimum	60.19	14.05†	887.33†

* measured along the southern plot boundary.

** measured along the street frontage.

† A (large) electricity sub-station.

In fact one unusually large plot, and the (relatively) small plot of the electricity sub-station, distort these figures. It is believed that the small plot forms part of the old Roman Road and is a footpath link to the Golf Course. Without these, the variation especially in plot widths is very much less and there is a clear inference that much of the plot series, from 116 to 82 at least (ie Area 6a), was laid out as one development.

Area 7

	Plot length (m)*	Plot width (m)**	Plot area (m ²)
Average	98.89	21.24	2056.7
Maximum	198.27	31.09	6295.73
Minimum	48.17	10.62	522.03

* measured along the southern plot boundary.

** measured along the street frontage.

5.2 Building patterns

The buildings vary in their size and setback; nevertheless the anomaly of Reading Court stands out as being clearly atypical of – out of character with – the area. This form of measurement does not explore the orientation of the building; and Reading Court is at about 50° to the road.

Area 2

	Building setback (m)*	Building footprint (m ²)**	% of plot built over
Average	9.0	167.69	14.23
Maximum	31.84	260.78	23.06
Minimum	0.89	58.08	7.96

* measured perpendicularly from the front of plot to the nearest part of the building.

** includes all mapped extensions, outbuildings etc.

Area 3

	Building setback (m)*	Building footprint (m ²)**	% of plot built over
Average	34.99	233.99	6.61
Maximum	68.19	329.95	11.8
Minimum	21.94	134.47	2.1

* measured perpendicularly from the front of plot to the nearest part of the building.

** includes all mapped extensions, outbuildings etc.

The building setback in 5 of these 12 plots relates to detached garages placed further forward than the main building; in several cases these garages obviously post-date the main building.

Area 4 (a & b)

	Building setback (m)*	Building footprint (m ²)**	% of plot built over
Average	27.04	372.79	8.74
Maximum	42.63	1501.31†	19.56†
Minimum	15.66	148.83	5.16

* measured perpendicularly from the front of plot to the nearest part of the building.

** includes all mapped extensions, outbuildings etc.

† Reading Court

Area 6 (a & b)

	Building setback (m)*	Building footprint (m ²)**	% of plot built over
Average	22.43	167.09	7.09
Maximum	45.87	362.96	11.81
Minimum	13.47	46.27†	2.55

* measured perpendicularly from the front of plot to the nearest part of the building.

** includes all mapped extensions, outbuildings etc.

† A (large) electricity sub-station.

Two large plots have very small percentages of building coverage; even smaller than the electricity sub-station, which does have a surprisingly large plot for such a facility.

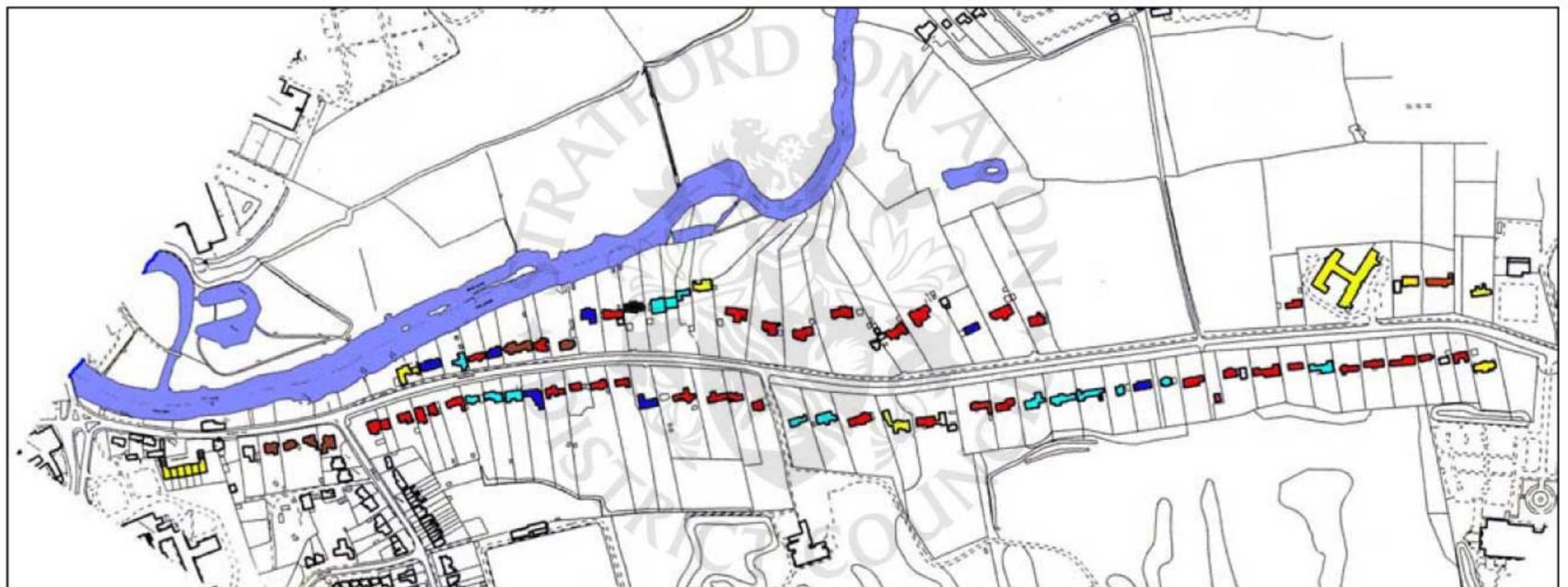
Area 7

	Building setback (m)*	Building footprint (m ²)**	% of plot built over
Average	13.6	162.17	10.21
Maximum	17.88	217.67	17.75
Minimum	10.46	92.67	2.38

* measured perpendicularly from the front of plot to the nearest part of the building.

** includes all mapped extensions, outbuildings etc.

5.3 Architectural and/or historical qualities of buildings



Map 7: Building periods

North to top right

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	Early-mid Victorian
	Late-Victorian - Edwardian
	Inter-war
	Early post-war c. 1955-1970
	Middle post-war c. 1970-1990
	Recent, post-1990

Building ages here are rather difficult to ascertain from external appearance. Clearly some design practices carry across the 'normal' period boundaries commonly used; so, for example, there are some Edwardian-styled buildings that are clearly absent from the 1915 map, and some inter-war-styled buildings not recorded in the 1938 survey for the provisional edition map printed in 1946. There are also several houses which have undergone very substantial external alterations, disguising much of their period of origin.

The earliest development is around Alveston Manor, except for 'Avondale', the substantial apparently mid-Victorian Italianate villa towards the north-eastern end of Area 2. North-east from the Manor grounds there are some Edwardian villas.

The general impression given by this road, of inter-war ribbon development, is correct in principle, although evidence suggests these were laid out as individual large houses on an estate plot. The OS 1915 sheet shows no building, or even layout of plots, north of 'Avondale'. The 1938 survey (published 1946) has been used on the above map to indicate the end of the 'inter-war' period (if not style). There is a group of stylistically inter-war houses north of the Loxley Road allotment gardens, on a former gravel pit; the two plots immediately north-east of the golf course entrance are undeveloped; and the inter-war development is very sporadic north-east of no. 84. The vacant plots appear to have been developed piecemeal throughout the post-war period. Some of the most recent (north-east of Reading Court) do re-use inter-war neo-Tudor styles.

5.4 Predominant local/traditional building materials

The bulk of these buildings are of typical inter-war form, style and materials, including some of those built shortly after the Second World War. Neo-Tudor half-timbering is a significant feature, with some buildings in this form being of very high standard. Local residents suggest that four of the houses, including no. 64, were built in 1924-5 by K.H. Smith re-using materials from Bradley Hall (Kingswinford, c. 1596) and Lymore Hall (Powys); and that no. 73 was built by the German architect Ludwig Dussault using re-used materials.

Otherwise virtually all buildings are brick, although a small number are rendered.

5.5 Audit of heritage assets

An area of land on either side of Tiddington Road, including the undeveloped meadow to its North and part of the golf course to the south,⁵ is a Scheduled

⁵ The exact boundaries of the area to the south, defined by field boundaries on the map accompanying the 1985 scheduling, appear to have vanished beneath the current golf course layout.

Ancient Monument. This is the northern part of a Romano-British settlement, occupied from the early-mid first to the mid-fourth century. Excavation adjoining the northern area suggests timber buildings and occupation along the main roads throughout the Roman period. Romano-British industrial remains and a cobbled road surface were found immediately south of the golf course boundary.⁶ This may represent a road running perpendicular to the Tiddington Road alignment, towards a possible ford site to the west and extending back to a trackway joining the Roman alignment of Banbury Road and known as "Hrycweg" (ridgeway) in a Saxon charter, and this route may thus be pre-Roman in origin.⁷ Excavation at the NFU Mutual site suggests that a large defensive ditch was dug around the settlement in the fourth century.⁸ This area represents probably the second-largest Roman settlement in Warwickshire, and its archaeology is preserved beneath a deep topsoil.⁹

There are numerous archaeological finds from various sites along the road, most associated with the Romano-British settlement including its roads and burials. A Palaeolithic hand axe, and some Neolithic, Mesolithic and Bronze Age flints have been found. Iron Age features and pottery north of the road suggest a settlement. There are Germanic finds and burials, implying early Saxon mercenaries and farmers.¹⁰ Early Anglo-Saxon finds have been suggested, and an Anglo-Saxon double-ditched enclosure (at no. 117).¹¹ Some medieval pottery is known.¹²

There are extensive archaeological finds from excavations at Alveston Manor, including a Saxon settlement site and cemetery north-east of the Manor, and Bronze Age pits.¹³

The Tiddington Road alignment itself may be part Roman, and there was a turnpike from Wellesbourne to Stratford.

There are faint, but visible, traces of medieval ridge-and-furrow ploughing in the field to the north-west (Area 5) and this appears to extend behind the houses of Area 4b.

There are no listed buildings in this area.

5.6 Contribution of key unlisted buildings

Many of the unlisted buildings of the period up to 1938 are sizeable and have a considerable and positive presence in the townscape. Although their styles vary, neo-Tudor is popular here as elsewhere in Stratford (including the town centre) in the early-twentieth century. English Heritage notes "some examples of 1919-

⁶ Fieldhouse, W.J., May, T. and Wellstood, F.C. (1931) *A Romano-British industrial settlement near Tiddington, Stratford-upon-Avon* Stratford-upon-Avon Borough Council. Unfortunately the crude maps in this publication make locating the features difficult.

⁷ Slater, T.R. and Wilson, C. (1977) *Archaeology and development in Stratford-upon-Avon* West Midlands Urban Research Committee, University of Birmingham, p. 25.

⁸ Jones, C. (1999) *Archaeological evaluation at 124 Tiddington Road, Stratford-upon-Avon, Warwickshire* Report 9934, Warwickshire Museum Field Services, Warwick.

⁹ Schedule description dated 23 August 1985.

¹⁰ Slater and Wilson, 1977, p. 29.

¹¹ However Jones (1999, para. 4.4) suggests that "the suggestion that there were also Anglo Saxon finds [from early investigations: SMR WA 6268] is unsubstantiated".

¹² These details from Warwickshire County Council, Sites and Monuments Record. Jones (1999, section 4) presents a more detailed summary.

¹³ Slater and Wilson, 1977, p. 22; noting that the 1934 Saxon cemetery excavations are unpublished.

1939 housing of much greater than average interest including some essays in revived Warwickshire vernacular that appear to incorporate historic materials".¹⁴ Further investigation in Building Surveyors' records, and inspection of these buildings, would be worthwhile. The best may well be Listable (see Plate 2). Although its plot has been subdivided, Avondale survives as an example of robust mid-Victorian Italianate, unique in this street. However it is not readily visible (but nor is the infill) as much of the plot boundary wall also survives, and its front garden is densely planted.



Plate 2: Revived Warwickshire vernacular

5.7 Public realm audit

The road is characterised by a broad grass verge, with no footpath, to the south. For much of its length there is also no kerb, and the edge of the verge shows damage from vehicles. Nevertheless this does give a notably informal, less regulated character to the road. To the north there is kerb, footpath and narrower verge.

Lamp standards are uniformly small standardised modern steel units of several styles. Several of those located at the carriageway edge show vehicle impact damage and/or are leaning.

The inter-war sub-station is set well back on a surprisingly large plot between nos 98 and 102. However at present there are two visually intrusive portable equipment stores located at its plot front.

6 Other contributing factors

6.1 Land uses

From Loxley Road to the north-east this road is entirely residential, albeit that Reading Court is a residential home. By Alveston Manor there are some small-

¹⁴ Letter from English Heritage, 14 June 2004. See residents' comments in Section 5.4.

scale commercial uses. The residential road is bounded by the golf course to the south, and there is a static caravan park across the meadows to the north.

6.2 Vegetation

A key characteristic of the area is the mature planting of the majority of the gardens. There are some good specimens, including *Wellingtonia* in the grounds of Avondale and Wellingtonia House. Many of the front gardens are bounded by hedges, giving a strong sense of enclosure and privacy along the road. This demarcation of public and private space is distinctive; although more so to the south-west of the road than the north-east.



Plates 3 and 4: mature vegetation in gardens, and hedge enclosure

The roadside trees and hedges bordering the Scheduled Monument (Area 5) are important in maintaining continuity with more domesticated garden hedges elsewhere along the road; they will, when in leaf, render the distant views across the river somewhat less distinct. However, all trees, shrubs and hedge on the northern field boundary had evidently recently been felled to ground level at the time of survey.

7 Appraisal

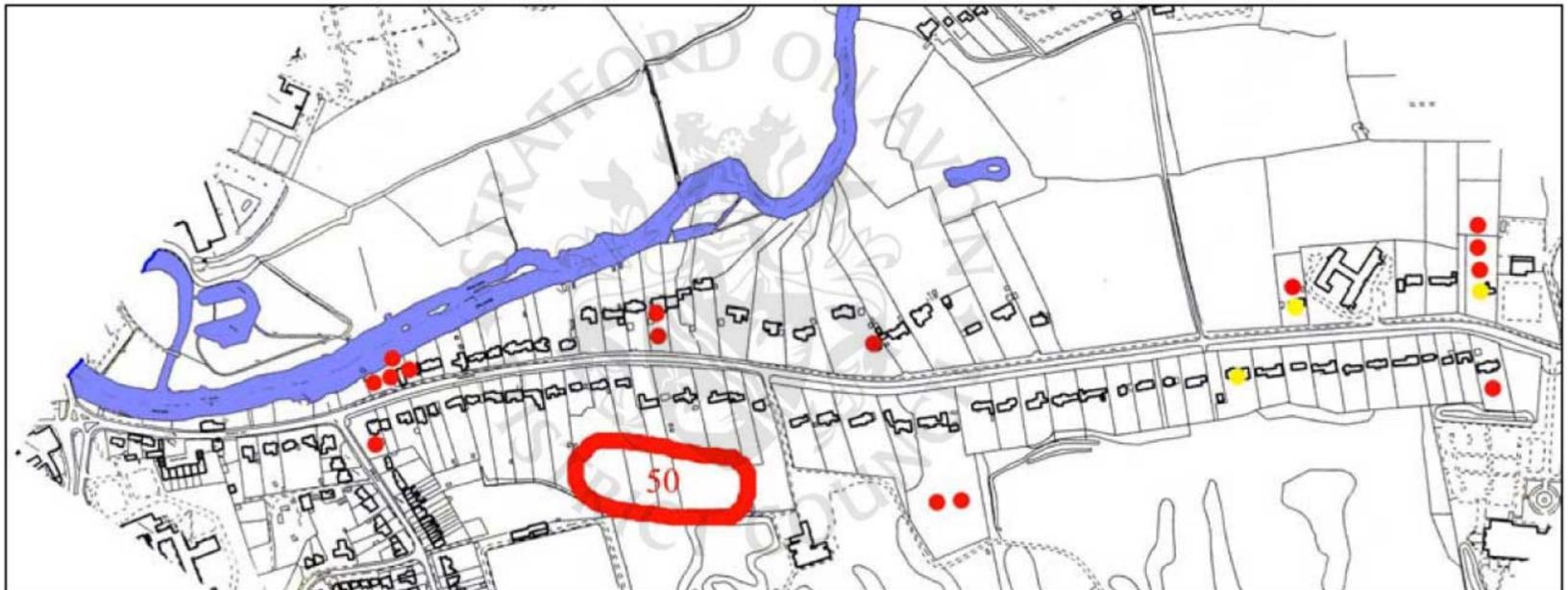
7.1 Development pressure analysis

Examination of development control records for the period 1990-2004 reveals a significant number of more substantial proposals (Appendix). However, several properties generate frequent applications (6/7, 61 and 102, for example). Much of this pressure is for additional dwellings, some of which include demolition of the original house. There are some interesting 'chains' of applications, including that proposing, for one property in successive years;

- i) construction of garage and games room extension
- ii) conversion of garage and extension to self-contained accommodation "to be used solely in conjunction with the main house as 'granny' or staff accommodation"
- iii) change of use of granny annexe to self-contained dwelling for letting.

The majority of the new dwelling applications are resisted by the local planning authority.

The planning data also show a substantial number of applications for rear conservatory extensions; interestingly these do not appear on recent digital maps.



Map 8: Development pressure

North to top right

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Map 8 shows major applications in red, and those explicitly requiring demolition of the main building in yellow. Clearly, the plot tails of Areas 6b and 7 are particularly vulnerable to large-scale proposals, as is demonstrated by the recent successful Appeal decision.

7.2 Key positive features/areas

The great majority of this area presents an extremely positive character and appearance, consisting of substantial houses in large grounds, usually containing mature planting, and usually screened in part at least from the road by hedges, fences or walls. The varied scale and style of the buildings and plots prevent visual monotony, which can occur in inter-war ribbon development of a smaller scale.

7.3 Neutral areas

There are no neutral areas *per se*. Some of the more recent infill houses are much less visible owing to earlier boundaries and planting (eg north-east of Avondale). Others (to the north-east of Reading Court, for example) have open front gardens and are thus more readily visible and distinguishable as new.

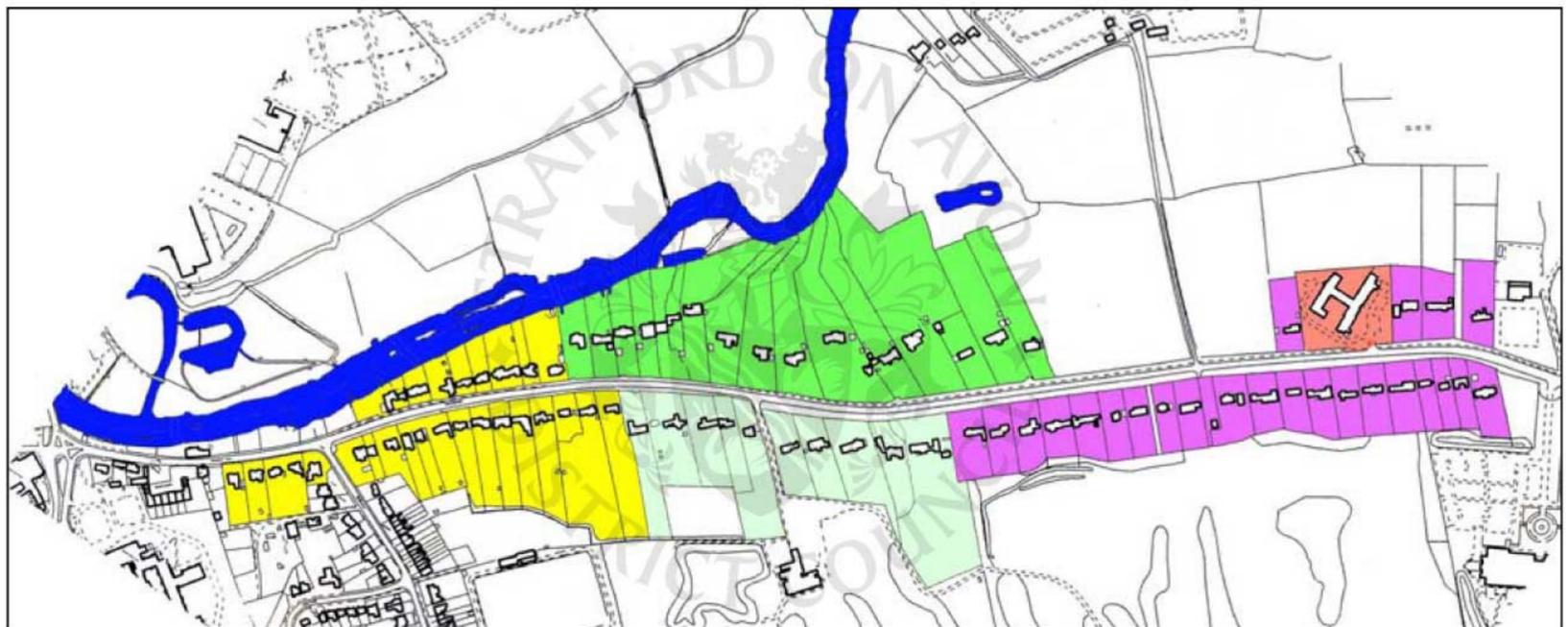
7.4 Negative features/areas (loss, damage, intrusion)

At present the most significant negative building is Reading Court (shaded pale red on Map 9 below). This is incongruous in its scale, plot size (in Area 4b) and orientation. It could be considered to be slightly less incongruous in built form as it has been set below road level; although part of its frontage has no boundary hedge, as is common elsewhere along the road. It remains visually extremely odd in comparison with its neighbours, which include several recent sizeable houses designed in an inter-war neo-Tudor manner. Similarly the large new development by Alveston Manor, in a neo-Georgian style otherwise absent from the area, is incongruous in form, scale and style. Nos 43-45, the first building on the north side, is incongruous in its style and, perhaps most particularly, its materials and its overall dull grey colour.



Plate 5: Reading Court

7.5 Character zones



Map 9: Character zones

North to top right

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Much of the road frontage is of sizeable and characterful houses in good repair, which establish the area's robust and largely inter-war character and appearance. Within this overall character, a small range of subtly-varying character zones can be identified.

The zone in yellow is of generally earlier properties characterised by their position well forward on their plots, which themselves are of varying sizes. The zone in darker green (north of the road) has houses which are usually set significantly further back on their plots; thus they do not contribute so much to the immediate visual character of the overall area but rather to the impression of spaciousness through their sizeable and mature gardens. The zone in lighter green (south of the road) has houses which are set somewhat further back on their plots than those of the yellow area. The purple zone has much more uniform, and shorter, plots; the houses include significantly more of the post-war period of which

several, to the north-eastern end of the road, are very recent; and there are more open front gardens. Reading Court, shaded pale red, forms its own zone as the analysis clearly demonstrates its incongruity with other buildings in the area.

7.6 Areas under existing or potential threat

The character study and examination of development control decisions suggests that the area under most immediate threat is that outlined in red on Map 8, where several of the plot tails have been subject to a recent successful Appeal. This might be felt to set a precedent for further proposals that might even affect the allotment gardens, as has been the case in many other districts. The larger plots of the dark green zone (on Map 9) would also be vulnerable to development proposals: plot amalgamation could permit frontage development no closer to the river than the existing buildings, and thus giving ample "amenity space" or parking areas on the plot tails, more exposed to risks from flooding. However any such proposals must be dealt with on their own individual merits, and the special character and appearance of these large plots with mature planting and characterful houses has been recognised by this study.

The open areas of the meadows and golf course could be construed to be vulnerable to development proposals, as recent extensive residential developments in the Bridgetown area might suggest. The Scheduled Ancient Monument designation might be insufficient to protect all of the area. Although the site of Reading Court was excluded from the scheduled site in 1985, a plot immediately north-east, which has since been built upon, did form part of the scheduled area; and no. 124 has been redeveloped. The unusual archaeological qualities of this site have been discussed and merit protection.

8 Discussion of special characteristics

Residents' views expressed during public consultation clearly value the townscape of the whole road as far as the NFU Mutual offices; principally for its visual character dominated by sizeable houses on broad plots, fronted by hedges and containing mature planting in the gardens.

The extreme southern part of the area, towards Alveston Manor and including a row of Edwardian villas, is already protected by the town centre conservation area (shaded pink on Map 10).

The stretch of Tiddington Road north of this appears to fall into two parts. The detailed investigation has suggested a distinction within Area 6 (see Map 1) between the earlier, south-western area with larger plots and buildings, and the slightly later north-eastern area with much more uniform and smaller plots. (Even if some of the plot series can be shown to be earlier, as residents suggest, the buildings appear slightly later.)

Many of the large houses appear to survive in a good state of repair, in a reasonably original condition. There are, of course, a few exceptions, and some houses have extensions, window alterations, or extensive surface car parking. Nevertheless these houses generally retain considerable individual presence, and demonstrate considerable architectural quality and variety particularly from the period c. 1905 – c. 1960.

In terms of inter-war residential development, Tiddington Road is clearly the highest-quality area of those examined.

The archaeological interest is a relevant and important consideration. Finds are widespread throughout the Tiddington Road area, as the County Sites and Monuments Record suggests. Some piecemeal archaeological investigation has already taken place. A key part of the Romano-British settlement is already protected by its Scheduled Ancient Monument status. Recent changes to the protection systems in England argue against the 'layering' of protective designations. Nevertheless this substantial Romano-British industrial settlement, at what is likely to be an earlier crossroads leading to the ford pre-dating Stratford itself, merits specific policy protection.

9 Recommendation on designation

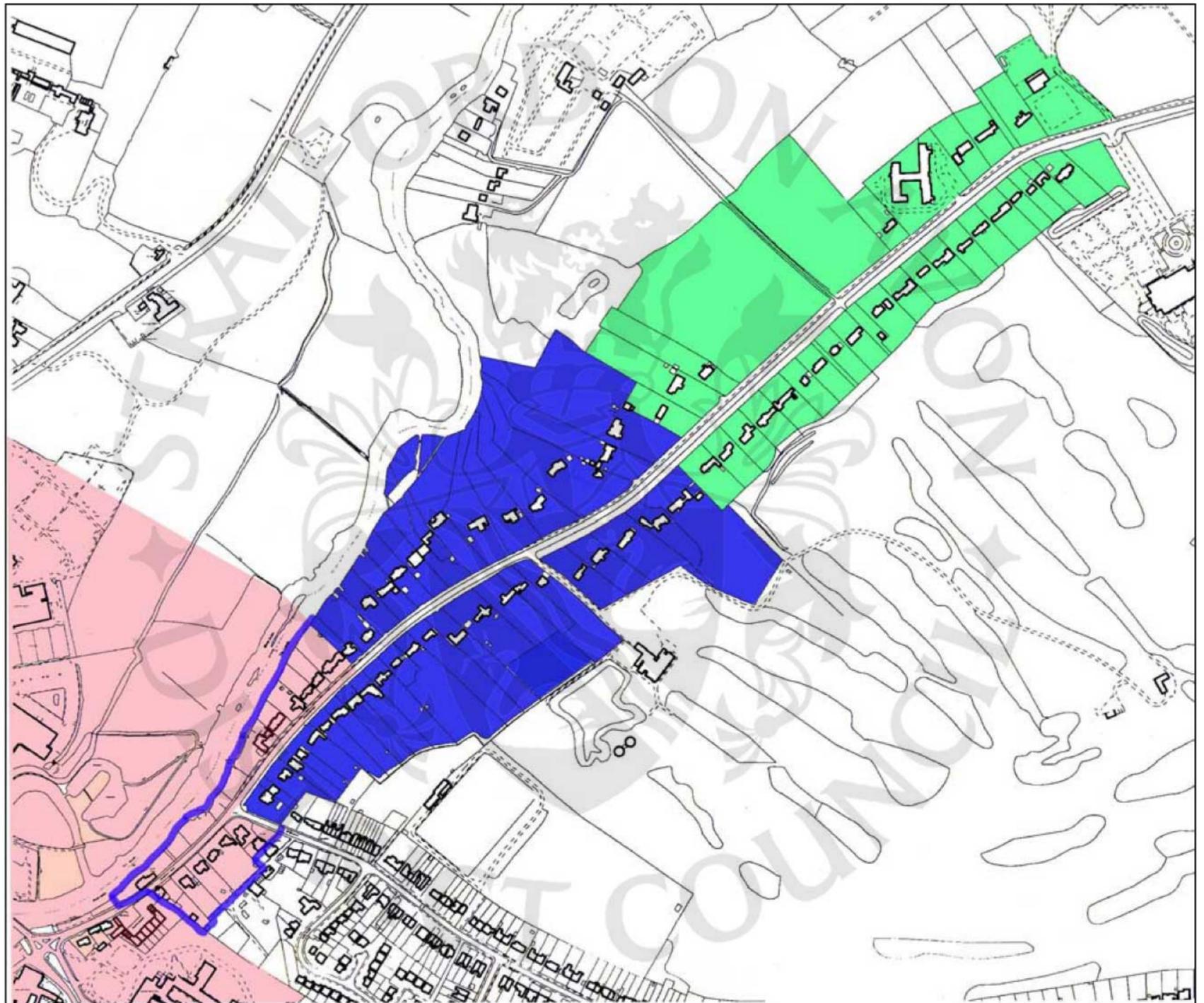
The English Heritage correspondent noted the quality of the area, particularly from no. 79 southwards. He was, however, concerned at the dominance of inter-war architecture and had "not come across an example of a conservation area based almost entirely on housing built between 1919 and 1939".¹⁵ In fact Birmingham City Council designated School Road, an area of semi-detached speculatively-built interwar housing surviving in good original condition, in 1988; and the London Borough of Brent designated about a dozen such areas shortly thereafter. In Wolverhampton, Castlecroft Gardens has been designated as an area of inter-war largely neo-Tudor houses built using reclaimed building materials. Furthermore, areas of post-war housing are beginning to be designated, for example White House Way, Solihull. We feel that English Heritage's concern at designating an area of inter-war housing is, therefore, countered by these examples. Most of the existing designations are speculative and lower-status estate developments; Tiddington Road represents a much higher-status development of individual, architect-designed houses, many probably designed for specific clients. It does represent a form of ribbon development, which became unpopular in the 1930s;¹⁶ and the variety of plot shapes and dimensions reinforces the impression that this area does not have a designed urban layout to any degree. But we feel that this does not preclude a designation on the basis of the quality of architecture, the maturity of planting in extensive plots, and the uniqueness of this standard of development in Stratford.

We therefore recommend that a conservation area be designated to include the north side of the road from no. 79 as far south-west as the existing conservation area boundary; and the south side from no. 80 as far south-west as the existing conservation area boundary. This new area is shown on Map 10 shaded blue. Although there are undistinguished buildings within the overall proposed boundary, this is not a legal hindrance to the designation of a conservation area.

The properties on both sides of the road to the north-east of the proposed boundary are, in general, slightly later in date and of lesser architectural quality and presence. The character of the public space – the roadway contained within hedges and large trees – also becomes somewhat less cohesive. However it does form a continuation of the townscape qualities of the area recommended for designation, as residents suggest; albeit that our analysis suggests that its special interest is lower. Accordingly, to protect this significant entranceway to the town, we recommend that this north-eastern part of the road be designated as an Area of Townscape Interest. This is shown in green on Map 10.

¹⁵ English Heritage, letter dated 14 June 2004.

¹⁶ cf the Restriction of Ribbon Development Act, 1935.



Map 10: Recommended conservation area and area of townscape interest

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10 Existing policy

Guidance in the Local Plan, the Town Design Statement, and the District Design Guidance, applies.

11 Policy and management suggestions

There is considerable multi-period archaeological interest along this road and in the open areas bounding its house plots. To ensure appropriate management of the scheduled area it would be worth determining whether its precise boundaries can now be readily identified on the ground. However the long-term protection of this significant site would best be secured by a presumption against further development within the scheduled area.

The character of the overall area would be damaged by insensitive extensions and building replacements. New development must pay appropriate heed to the scale and detailing of the sub-area, reflecting the richness of materials and detailing without necessarily resorting to pastiche. The bulk, plot coverage, location on plot, and roof pitches are also characteristic features. In terms of architectural

style, neo-Tudor is a significant contributor to the area's character and appearance, while neo-Georgian is alien.

Any development within the conservation area would be required to preserve and enhance the character and appearance of the conservation area.

The riverside meadows, golf course and allotments form valuable 'soft' edges to the town's built-up area and contribute to the character of this road. These areas should, as far as possible, remain free from significant development.

It would be important to reinstate the hedge at the roadside of the northern field of Area 5. Likewise, completion of a hedge across the front of the plot of Reading Court would mitigate its visual intrusion from the roadway and would add to the visual coherence and character of the area of townscape interest. Removal of any further hedges will detrimentally affect the enclosed nature of the road and should be resisted.

Within both the conservation area and area of townscape interest, a specialist arboricultural survey should be undertaken, with a particular view towards advising on medium- and long-term management of significant trees, and considering Tree Preservation Orders as appropriate in the area of townscape interest.

The exact details of the inter-war and early-post-war development along Tiddington Road are complex and not easily resolved through published maps. This is an aspect that would reward further detailed historical research using, for example, building surveyors' files. A good example of such work, which aids understanding of an area's development and thus the management of its conservation area, has been undertaken for the small early-twentieth century conservation area of Ashleigh Road, Solihull.¹⁷ The District Council could encourage and facilitate such local research. Members of the newly-formed Tiddington Road Residents' Association would be ideally placed to undertake it.

Such additional historical detail could strengthen a case for Listing some of the better buildings within the conservation area, especially those built of re-used materials.

This study has not specifically considered whether any development in Area 5, and further to the north-east, would result in a continuous built-up link with the separate village of Tiddington, or whether this would be an undesirable feature. This issue merits further review.

¹⁷ Herrick, S. (1985) *Ashleigh Road conservation area Solihull* Metropolitan Borough Council, Solihull; Cameron, N.I. (2002) *The history of Ashleigh Road, Solihull* Brewin, Studley

Appendix: selected development control information 1990-2004

Date	Address	Type	Decision
1990	117	use part as rest home	permitted
1990	10	demolish & replace, outline	
1990	73	extension & garage	permitted
1991	73	convert extension to 'granny flat'	permitted
1991	adjoining 121	bungalow	refused
1991	6/7	demolish and redevelop	refused
1992	85	conservatory	permitted
1992	6/7	demolish; 8 town houses	withdrawn
1992	6/7	demolish	withdrawn
1993	61	1 dwelling	outline
1995	61	2-storey dwelling reserved matters	
1995	61	garage etc	permitted
1995	43 (land opposite 38)	dwelling	permitted
1995	7	tree felling, pruning	
1996	61	vary conditions on previous approval	permitted
1996	land opposite 34	detached house	refused
1996	land opposite 36	detached house	refused
1996	land opposite 36	detached house	refused
1996	adjoining 80	dwelling	refused
1996	102	extension	permitted
1996	102	demolish	withdrawn
1996	102	vary extension condition to provide self-contained unit	permitted
1997	adjoining 80	dwelling	permitted
1997	80	entrance piers & gates	refused
1999	124	dwelling	permitted
2000	102	garage, garden wall etc	permitted
2001	rear of 32	house	refused
2001	102	conservatory	permitted
2002	124	removal of condition for new dwelling	refused
2002	80	tree felling	
2002	rear of 54-66	residential development, outline	permitted
2003	rear of 54-66	residential development, up to 7 dwellings	refused
2004	5	4 flats	refused
2004	5	use site for sale of building materials	invalid
2004	5	use site for sale of building materials (retrospective)	permit
2005	5	4 flats	pending